

REPORT TO THE SOUTHERN AREA PLANNING COMMITTEE

Date of Meeting	26 January 2012		
Application Number	S/2011/171791 Full		
Site Address	Access to Bowles Cottage and Winterbourne Cricket Field, The Portway, Winterbourne Gunner, Salisbury. SP4 6JL		
Proposal	Block up existing vehicular access onto The Portway (but retain footpath access) and form new vehicular access with improved visibility and improved parking / turning area to Bowles Cottages. Repair existing track up to cricket field to from level hardcore surface.		
Applicant/ Agent	Mr Richard Bruce-White		
City/Town/Parish Council	Winterbourne		
Electoral Division	Bourne & Woodford Valley	Unitary Member	Cllr Mike Hewitt
Grid Reference	417549 135367		
Type of Application	FULL		
Conservation Area:	NA	LB Grade:	NA
Case Officer:	Case Officer Mrs Janet Wallace	Contact Number:	01722 434687

Reason for the application being considered by Committee

Councillor Hewitt has requested that the application be determined by Committee as previous applications on this site have come to Committee

1. Purpose of report

To consider the above application and the recommendation of the Area Development Manager that planning permission be **GRANTED** subject to conditions.

2. Report summary

The main issues in the consideration of this application are as follows:

1. History of site/policy considerations
2. Scale, design and impact on character of the countryside
3. Highway safety

The application has generated comments from the parish council; and one letter of observations from the public.

3. Site Description

Footpath no.19 is used as the vehicular access from The Portway, to nos.1 and 2 Bowles Cottages. The footpath is located immediately to the west of the cottages and debouches on to The Portway within the 30mph zone. The cottages each have

parking within their own curtilage. There is also parking opposite the cottages within the applicant's field, and within his control.

The footpath is also used to provide vehicle access to the village cricket field. Parking for people using the cricket ground is on the edge of the field.

The footpath also provides vehicular access to the surrounding agricultural land, to the west and south.

The proposed access would be located approx 25 metres further to the west of the footpath, outside the derestricted zone. The access would be across open countryside, which is designated as a Special Landscape Area, and an Area of Special Archaeological Significance. It is proposed that the new access serve Bowles Cottages, the cricket field and the surrounding agricultural land, as well as Bowles Barn.

4. Planning History		
Application number	Proposal	Decision
10/0396	Conversion and extension of existing barn to form two bed dwelling. Repair existing and rebuild collapsed yard walls to form enclosed garden area. Block up existing vehicular access and form new access with improved visibility	WD 10/05/10
10/1015	Conversion and extension of existing barn to form two bed dwelling. Repair existing and rebuild collapsed yard walls to form enclosed garden area. Block up existing vehicular access on to The Portway (C56) and form new access with improved visibility	REF 31/08/10 For the following reasons:- 1 The site lies outside the housing policy boundary, and is not considered to be previously developed land, due to its agricultural use. The guidance in PPS7 (para 10) requires special justification for planning permission to be granted for isolated new houses in the countryside. Whilst the building is identified as being of some historical interest, substantial reconstruction of the existing building is required together with a large single storey extension and an intrusive access across adjacent agricultural land to enable the conversion to residential use. The building is not considered to be sufficiently important to provide

<p>11/138</p>	<p>Convert existing cob barn and reinstate former thatched roof covering and attached stores to provide 2 bed dwelling. Repair existing and rebuild collapsed yard walls to form enclosed garden area. Block up existing vehicular access onto The Portway (but retain footpath access) and form new vehicular access with improved visibility and</p>	<p>the <i>special justification</i> required by PPS7 to support conversion to full residential use. Furthermore, no commercial marketing evidence has been submitted to demonstrate that the building could not be used for an alternative agricultural, tourism, commercial or community use. The development would therefore be contrary to the guidance in PPS3, PPS4, PPS5, PPS7, and the adopted policies C22, H23, H26 and H27.</p> <p>2. Obtainable visibility from the proposed new access position is considered to be inadequate for the volume and speed of traffic using the "C" class main road, presenting a serious road safety hazard for vehicles exiting the new access and for traffic movement along this important "C" class route, contrary to Policy G2 of the adopted Salisbury District Local Plan.</p> <p>3. The proposal, located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of Planning Policy Guidance Note 13 which seeks to reduce growth in the length and number of motorised journeys and Policy G1 of the adopted Salisbury District Local Plan.</p> <p>REF 29/03/11 1 The site lies outside the housing policy boundary, and is not considered to be previously developed land, due to its agricultural use. The guidance in PPS7 (para 10) requires special justification for planning permission to be granted for isolated new houses in the countryside. Whilst</p>
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	<p>improved parking/turning area to Bowles Cottages</p>	<p>the building is identified as being of some historical interest, substantial reconstruction of the existing building is required together with a large single storey extension and an intrusive access across adjacent agricultural land to enable the conversion to residential use. The building is not considered to be sufficiently important to provide the <i>special justification</i> required by PPS7 to support conversion to full residential use. Furthermore, no commercial marketing evidence has been submitted to demonstrate that the building could not be used for an alternative agricultural, tourism, commercial or community use. The development would therefore be contrary to the guidance in PPS3, PPS4, PPS5, PPS7, and the adopted policies C22, H23, H26 and H27.</p> <p>2. Obtainable visibility from the proposed new access position is considered to be inadequate for the volume and speed of traffic using the "C" class main road, presenting a serious road safety hazard for vehicles exiting the new access and for traffic movement along this important "C" class route, contrary to Policy G2 of the adopted Salisbury District Local Plan.</p> <p>3. The proposal, located remote from services, employment opportunities and being unlikely to be well served by public transport, is contrary to the key aims of Planning Policy Guidance Note 13 which seeks to reduce growth in the length and number of motorised journeys and Policy G1 of the adopted Salisbury District Local Plan.</p>
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11/1790	Convert existing cob barn and reinstate former thatched roof covering and attached stores to provide 2 bed dwelling. Repair existing and rebuild collapsed yard walls to form enclosed garden area.	Not yet determined
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5. Proposal

The proposal is to create a new vehicular access for Bowles Cottages, the cricket ground and the surrounding agricultural land. The existing vehicular access on to the Portway would be closed, retaining the pedestrian right of way (FPno.19) between The Portway and Winterbourne Gunner.

6. Planning Policy

Adopted Salisbury District Local Plan saved policies, including the saved policies listed in Appendix C, of the draft South Wiltshire Core Strategy:

- G1 – General principles for development
- G2 – General criteria for development
- C2 – Development in the countryside
- C6 – Special landscape area
- TR11 – Off street parking
- TR15 – Traffic/pedestrian safety

National Planning Policy
PPG13 Transport

7. Consultations

Highways

No highway objections - it is considered that the proposed development will not detrimentally affect highway safety.

Rights of way

The site is crossed by footpath WINT19. No objection provided no gates or structures are located on the footpath and that the width is maintained. Details of the proposed surfacing of the access track where it is shared by the footpath should be subject to a condition.

Winterbourne Parish Council

Support

8. Publicity

The application was advertised by site notice and neighbour consultation, with an expiry date of 29 December 2011

1 letter of observations received

Summary of key relevant points raised:

- Concerned about access and parking for the cottages
- Parking area should be squared off so that whole area is available to use
- Parking area should be guaranteed to be perpetually available to the cottages, otherwise difficult to turn around.

9. Planning Considerations

9.1 Planning History

When previously considering a proposal for a new access in this area, your officers were advised that Highways were not satisfied that the various suggested locations for the new access would be safe. Those proposals for new accesses were related to a proposed new dwelling (Bowles Barn). However, the new access was also designed to serve the existing two Bowles Cottages, a proposed the cricket field and the adjacent agricultural land. In all the previous cases, highways considered that the new accesses were not located in a safe position. The reason being; that the new accesses would be located outside the 30mph speed limit, where the length of the visibility for oncoming traffic was not acceptable.

This proposal differs from the previous applications in that the improved access is for the existing two Bowles Cottages, the cricket field and the adjacent agricultural land. All reference to the conversion of Bowles Barn is omitted, though the drawings and plans submitted with the application show the proposed new dwelling.

9.2 Policy Considerations

The policy guidance relating to the aspect of the proposal to improve the access has not changed since the previous applications. Local Plan policy C2 states that development in the countryside will be strictly limited and will not be permitted unless it would benefit the local economy or maintain and enhance the environment. The applicant has not suggested that the proposal will benefit the local economy, and the enhancement of the local environment appears to rely on the impact of improving vehicular access to the cricket field and the two cottages. However, Local Plan policy G1 would support sustainable development which will promote the vitality and viability of the local community. Improvement to the very poor access to the cricket field would be a positive enhancement as it would encourage the use of the community facility. Local Plan policy C6 requires development in the countryside to have regard to the high quality of the landscape and this matter is addressed later in the report.

Local Plan policy TR11 supports the provision of off-street parking and Local Plan policy TR15 would support the implementation of traffic and safety measures and the impact of this proposal on highway safety is also addressed below.

9.3 Impact on character of the countryside

The proposed new access would cut across an open field to the west of the public footpath. A larger parking area than currently exists would also be provided for the two Bowles Cottages. In order to improve the visibility for the new access, it is proposed to remove the current roadside hedge. This would be replaced by a 1.2m post and mesh fence, backing a new hedge. Whilst in the short term, this would result in a loss of the vegetative edge to the road in this strongly rural location the replacement hedge would recreate the character of the area within a few years.

The proposal incorporates an improved parking and turning area for Bowles Cottages. Whilst this will be bounded by a post and wire mesh fence, this will be screened from the wider countryside by the replacement hedge alongside The Portway and the new hedge alongside the proposed new access. However, because the new route will cross over the open field, a small part of the field would be cut off and separated from the remainder of the field. It would be difficult to use this small area efficiently agriculturally and it is likely over time that this area will become overgrown. However, a small overgrown area, in the corner of a field is not so unusual in the open countryside as to be considered to be detrimental to the character of the area.

9.4. Impact upon highway safety

This proposal is to replace the existing poor quality vehicular access to the cricket field, no.1 and no.2 Bowles Cottages and the surrounding agricultural land with an improved vehicular access, parking and turning areas, whilst retaining the public footpath in its current position.

The proposed location of the new access enables the applicant to create sight lines of 2m by 160m to the south-west and 2m by 59m to the north-east. This is a considerable improvement over the current situation. Though the current access is within the 30mph speed limit and the proposed access would be some 20m. outside the 30mph speed limited zone; in such a location the traffic is unlikely to be travelling at the full 60mph. Therefore, whilst this proposed new access would be in a position deemed unacceptable in an earlier application (S/2010/1015), it is a considerable improvement over the current situation as the existing access has such poor visibility and the new access will benefit the two existing dwellings, the users of the cricket field, and improve the access to the surrounding agricultural land.

The proposed improved facilities for parking and turning for the two Bowles Cottages are considered acceptable, provided that the area is made available on a permanent basis to these two properties, which are not in the ownership of the applicant.

The cricket field is in private ownership, however, the applicant states that he supports its use for cricket and the proposed improvement to the access to the

ground, would be a community benefit and in accordance with the aims of the Local Plan and the draft South Wiltshire Core Strategy

On balance therefore, the proposed relocation of the access suitably conditioned to recreate the hedge and to maintain the sight lines would be acceptable in highway safety terms, as an improvement over the current situation.

9.4 Other queries raised:

The applicant has confirmed that he intends to make the proposed parking and turning area and the new access permanently available to the occupiers of Bowles Cottages'.

10. Conclusion

Though the proposed new vehicular access is substandard, it would be a considerable improvement over the existing access which uses footpath no.19, so in the interests of highway safety and subject to conditions, as the development will not cause any significant demonstrable harm to the character and appearance of the area the proposal is considered acceptable.

11. Recommendation

Planning Permission be GRANTED for the following reason

The proposed development will not cause any significant demonstrable harm to the character and appearance of the area and will improve highway safety it is therefore considered to be in accordance with the aims and objectives of Saved Policies G1, G2, C2, C6, TR11 and TR15 of The Salisbury District Local Plan (adopted June 2003) and also in accordance with the saved policies, G1, G2, C2, C6, TR11 and TR15 listed in Appendix C of the draft South Wiltshire Core Strategy.

Subject to the following conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 This decision relates to documents/plans submitted with the application, listed below. No variation from the approved documents should be made without the prior approval of this Council. Amendments may require the submission of a further application. Failure to comply with this advice may lead to enforcement action which may require alterations and/or demolition of any unauthorised buildings or structures and may also lead to prosecution.

Drawing ref. no W1198 PO6 Rev D received on 10 January 2012

Drawing ref. Cross section of track received on 23 November 2011

REASON For the avoidance of doubt

3 The access shall not be first brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 1m above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

POLICY G2 General criteria for development

4 No work shall commence on site until details of the proposed fence positioned along the sight line with the hedge planted behind the fence have been submitted to and approved in writing by the Local Planning Authority. The access shall not be brought into use until the fence has been positioned in accordance with the approved details.

REASON: In the interests of highway safety

POLICY G2 General criteria for development

5. The existing vehicular access shall be stopped up and its use permanently abandoned concurrently with the provision of the new access hereby approved being first brought into use.

REASON: In the interests of highway safety

POLICY G2 General criteria for development

6. No part of the development hereby permitted shall be first brought into use until the access track, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety

POLICY G2 General criteria for development